

AIRCRAFT CRASH - ECUADOR

DTG	17 FEB 81, Approx. 0700 Local		
TYPE	UH1H, 1973 Model		
TAIL NUMBER	73 - 21711		
CALLSIGN	ARMY 711		
CREW	SGFOIA3	<div data-bbox="518 642 878 758" style="border: 1px solid black; width: 222px; height: 56px;"></div>	193rd INF BDE 193rd INF BDE SVC CO 7th SFG
APPROX. LOCATION	0422 South 7911 West (Was on flight between LOJA, Ecuador and VALOR, Peru)		

PO Box 482, Fort Worth, Texas 76101

Telephone: (817) 280-2011

PRESIDENT:

James F. Atkins

SENIOR VICE-PRESIDENTS:

Hans Weichsel Jr. (Product Development)

L. M. ('Jack') Horner (Marketing & Programmes)

Robert R. Lynn (Research & Engineering)

VICE-PRESIDENTS:

Edwin L. Farmer (Finance)

John Finn (Industrial Relations)

James C. Fuller (Public Relations)

William L. Humphrey (General Manager, Amarillo Facility)

Dwayne K. Jose (Commercial Marketing)

Clifford J. Kalista (Asst to Senior V-P, Marketing & Programmes)

Gainor J. Lindsey (Administration)

Joseph Mashman (Special Projects)

R. K. (Dick) May (Operations)

Phil C. Norwine (Government Marketing)

Warren T. Rockwell (Washington Operations)

Frank M. Sylvester (International Marketing)

Ted R. Treff (Treasurer)

Reflecting the fact that Bell Helicopter Company was

the largest operating division of Textron Inc, the com-

pany's name was changed to Bell Helicopter Textron on 1

January 1976.

Production at Fort Worth is concerned primarily with

military and commercial single- and twin-engine versions

of the turbine-powered UH-1 Iroquois, the AH-1

HueyCobra armed helicopter developed from the UH-1,

and military and commercial versions of the Model 206

JetRanger. The Bell 47, in continuous production in the

USA for more than 25 years, after receiving the first

helicopter Approved Type Certificate from the CAA on 8

March 1946, is no longer in production by Bell.

Versions of the UH-1 are built under licence by Agusta

in Italy and Fuji in Japan (which see). Bell also has licence

agreements with the Republic of China, covering co-

production of Model 205 general-purpose helicopters,

and with the government of Australia, covering the pro-

duction of Model 206B-1 Kiowas for the Australian

Army. Prime contractor in Australia is the Common-

wealth Aircraft Corporation (which see).

Since 1958, when Bell's Model XV-3 tilt-rotor research

aircraft achieved the first full in-flight conversion by a

machine of this configuration, Bell engineers have con-

tinued research in this field and have completed recent US

Army/USAF/NASA contracts to investigate proprotor

and folding proprotor technology. The contracts included

manufacture and wind tunnel testing of examples of both

types of rotor.

Towards the end of 1972, Bell and one other company

received contracts from NASA and the US Army for the

design of a tilt-rotor VTOL research vehicle. In May 1973

Bell announced that its Model 301 proposal had been

selected for development. Two examples were ordered,

with the US Army designation XV-15.

During 1972 Bell achieved a major breakthrough in the

elimination of vibration in helicopters with what is known

as the nodalisation concept. flight test data and analytical

results suggesting that 70 to 90 per cent vibration isolation

was practicable. This concept is based on the scientific fact

that any beam subjected to vertical vibratory forces, such

as those induced by a rotor, will develop flexing to produce

a wave form. Points of no relative motion, called the nodal

rotor-induced vibration. Flight tests of a Model 206 Jet-

Ranger with its fuselage suspended from a nodalised beam

were so convincing that Bell decided to utilise this

'Noda-Matic' technique on new production helicopters,

beginning with the Model 206L LongRanger and Model

214.

Bell Helicopter Textron is responsible for management

of Bell Operations Corporation, newly formed to co-

operate with the government of Iran in establishing a

helicopter manufacturing industry in that country. Further

details of this programme can be found under the entry for

Iran.

Approximately 9,000 people were employed by Bell at

the beginning of 1977. The company has produced more

than 22,000 helicopters.

Although basically similar to the earlier Model 204 (see

1971-72 *Jane's*), the Model 205 introduced a longer fusel-

age, increased cabin space to accommodate a much larger

number of passengers, and other changes. The following

military versions have been built:

UH-1D. This US Army version of the Model 205 Iro-

quois has an 820 kW (1,100 shp) Lycoming T53-L-11

turboshaft, 14.63 m (48 ft) rotor, normal fuel capacity of

832 litres (220 US gallons) and overload capacity of 1,968

litres (520 US gallons). Relocation of the fuel cells

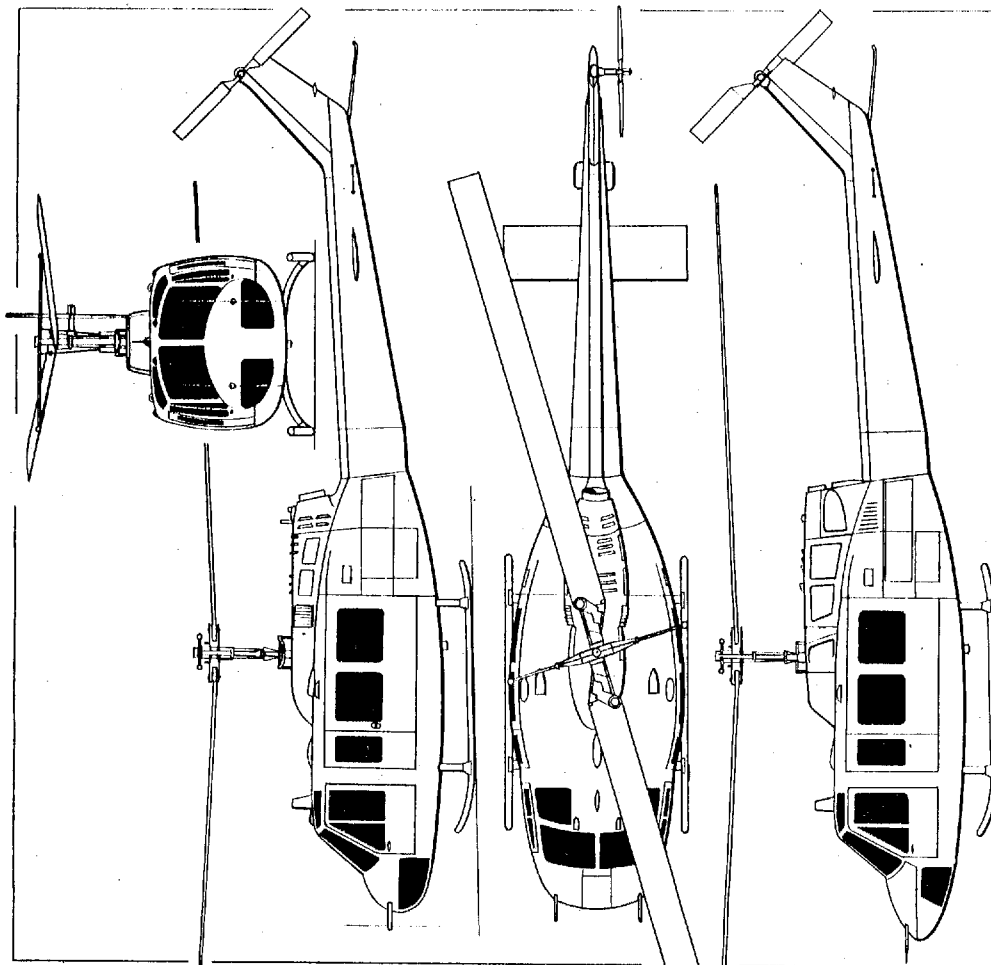
increases cabin space to 6.23 m³ (220 cu ft), providing

sufficient room for a pilot and twelve troops, or six liters

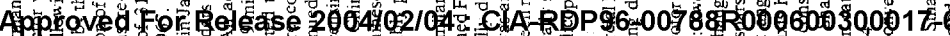
and a medical attendant, or 1,815 kg (4,000 lb) of freight.

First YUH-1D flew on 16 August 1961 and delivery to US

Army units began in September 1961.



Bell UH-1H Iroquois, with additional side view of UH-1N (bottom) (Pilot Press)



118. Similar to UH-1H, for Mobile Command, Indian Armed Forces. First of ten delivered on 6 March. Originally designated CUH-1H.

1H. It was announced on 4 November 1970 that a new aircraft had been received from the USAF for 30 HH-1H (1H) (generally similar to the UH-1H) for use as local rescue helicopters. Deliveries were completed during 1971. Model 205A-1 is described separately. The following details refer specifically to the military H:

Weight empty, equipped
Normal T-O weight
Max T-O weight, external load
PERFORMANCE (at normal T-O weight):

Max level speed from S/L to 915 m (3,000 ft)
110 knots (204 km/h; 127 mph)
Max cruising speed at S/L

angles to main rotor blades. Un

Service ceiling	4,480 m (14,700 ft)
Hovering ceiling in ground effect	3,170 m (10,400 ft)
Hovering ceiling out of ground effect	

Range at S/L, at max cruising speed 1,830 m (6,000 ft)

Range at 2,440 m (8,000 ft) at max cruising speed, no reserves 298 nm (553 km; 344 miles)

BELL MODEL 206B JETRANGER II

Power plant of the Model 206B JetRanger II is the Allison 250-C20 turboshaft, which Bell was able to install with minimal modification of the original airframe to meet requests for higher performance under hot-day/high-altitude conditions. This enabled Bell to offer modification to convert Model 206As to JetRanger II standard, simultaneously with production of new aircraft.


The uprated power plant increases power-limited air-

• Crew doors open forward and are jettisonable



C H I N C H I P E

LEYENDA

- PARROQUIAS O CASERIOS
- CABECERAS CANTONALES
- CAPITAL DE PROVINCIA
-  CAPITAL DE LA REPUBLICA
- ESTACIONES DE RADIO
- LIMITE PROVINCIAL
- ++++++ LIMITE INTERNACIONAL
- SISTEMA DE COMUNICACIONES HF-BLI
- SISTEMA VHF

	E.R.T.T.E.		
IX-1963	RED DE LAS COMUNICACIONES TELEGRAFICAS TELEFONICAS Y DE RADIO DEL ECUADOR		
ESC:1:1000000			
<u>REVISIONES</u>			
	Leonidas Carrera DIBUJADO POR	Alfonso Zabala DIRECTOR TECNICO	Capitan de Fragata Gabriel Jarrin DIRECTOR GENERAL

Bell's 214ST:

the powerful new super transport getting ready to join the Bell Air Mobile team

A new, super transport helicopter, with more horsepower, increased troop carrying capacity, and able to deliver heavier loads faster and higher than ever... even on the hottest days... Bell's 214ST twin adds a whole new operational capability to military forces.

Now in test, the 19-place 214ST is being hailed as the advanced manpower, ordnance and logistics mover needed for the 1980s.

Joined with the 206 for reconnaissance and command and control, the AH-1 Cobra for fire support, and the UH-1H and 214B medium transports, this newest, most powerful Bell super transport presents an unequalled air mobile team for total force deployment in any weather, in any environment.



peacekeepers
the world over
depend on **Bell**
HELICOPTER

White
direct
the hel
move
develo
Light
(LAM)
Com
progr
tor for
avionic
1974
sion to
contrac
sent
that th
airfram
respon
In Se
ed over
airfram
scale
Group
chosen
contrac
tems A
gave
ment
LAM
mome
Harold
LAM
crucial
agrees
gram
Year
Capitol
In
Hawk
(Utility
comput
product
run for

Black
Altho
first pro



UH-1H (1973) TAIL* 73-21711

17 FEB 81 @ 0700 LOCAL TIME

CREW:



SGFOIA3

First town to be visited:

1. Las Aradas

04 degrees, 21 minutes, 45 seconds South

79 degrees, 23 minutes, 50 seconds West

Closer to the center of greatest interest:

2. La Laja

04 degrees, 26 minutes, 05 seconds South (4)

79 degrees 27 minutes, 30 seconds West

3. The four corners of the area to be searched:

✓ 1. 04 degrees, 27 minutes, 30 seconds South (2)
79 degrees, 26 minutes, 25 seconds West

✓ 2. 04 degrees, 27 minutes, 30 seconds South (3)
79 degrees, 24 minutes, 50 seconds West

✓ 3. 04 degrees, 30 minutes, 00 seconds South
79 degrees, 24 minutes, 50 seconds West

✓ 4. 04 degrees, 30 minutes, 00 seconds South
79 degrees, 26 minutes, 25 seconds West

4. Center of the area of greatest interest

1. 04 degrees, 28 minutes, 30 seconds South (1)
79 degrees, 25 minutes, 40 seconds West